



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

December 2013

Picture of the Month



This gathering of about 60 people from the Galt community was arranged in July as a thank you to Diane and Claude Sonday after their purchase of the airport. The photograph was expertly taken by Ingrid Marinangel and a framed copy was presented to Diane and Claude at the Hayride in November. Special thanks to Cheryl and Parker Johnston who came up with the idea for the picture.

Maule Homecoming

By Dick Wydra

I heard about the 1st annual Maule fly-in at the factory in Moultrie, Georgia early this summer and I immediately started to plan a trip. The real problem was getting Margie to buy in on this adventure.

I planned to take camping gear and spend two nights camping on the field at Moultrie. I figured this would enhance the camaraderie with the rest of the Maule pilots. Margie is an adventurous sort and she enjoys taking trips in the Maule but her idea of a vacation is a nice motel room with a view and someone else doing the cooking.

So I proposed including a stop on the way back at Petit Jean State Park in

Arkansas, which has a rustic lodge built in the 30's by the Civilian Conservation Corps. That seemed to do the trick and Margie was onboard for the trip.

The fly-in was to start Friday morning and run through Sunday. So our initial plan was to leave Thursday afternoon after Margie was through with work, fly 3-4 hours and stay overnight in a motel. Then we would leave early on Friday and be in Moultrie by mid-morning.

As usual there was a massive front coming through running from Minnesota all the way to the Gulf. Our Maule is instrument certified but has no autopilot. Plan B was put into

Editor's Note

We have made some improvements to the newsletter page on our website at www.eaa932.org to make it easier to view and download issues of Galt Traffic. There are two ways to get current and past issues on the website. The first is to download the PDF file by clicking on the blue link at the top of the page.

If you don't have a PDF reader on your tablet or computer, the other way is to view the newsletter in the embedded reader. However, we are having technical problems with that program and the first time it tries to load an issue you might see an error message that says, "Sorry, it took too long to find the document at the original source. Please try again later. You can also try to download the original document by clicking [here](#)." If you click that link it will load in the reader immediately.

I would like to thank our chapter webmaster, **Patrick Hoffmann**, for all the work he puts into the website. He keeps it regularly updated with the newsletters and event details as well as photos and other chapter information.

At the November EAA Chapter 932 meeting **Marty Seitz** was elected as Vice President for the next two years. It has been a true privilege and a pleasure for me to serve the chapter in that role for two terms and I would like to thank **Bruce Schottland** (President) for his kind words at the meeting.

I want to assure those of you who have expressed concern that I am continuing in my role as editor of this newsletter!

Beth Rehm, Editor

Continued on page 2.

Continued from page 1.

effect and we decided to leave Friday morning and fly straight through. That would be 6 hours 30 minutes of flying.

The weather was still lingering Friday morning so we delayed our departure until 09:30. Our first leg would be from Galt to French Lick, IN (KFRH). The ceilings were low but we had good visibility. At one point I decided to climb to 3,000 feet to get above some low scattered clouds only to run into solid clouds. A quick 180 got us clear and back down to 1,000 feet for the next 100 miles.

After 2.8 hours of flying we made it to French Lick and the skies started to open up. Margie declared she was hungry and needed lunch. I was anxious to keep the show on the road but when Margie is hungry it is not wise to ignore it. We borrowed the crew car and went off to town. It turned out to be a quaint little town and looked like an art community. We caught a quick bite and got back to the airport.

The next leg took us through Kentucky and Tennessee and into Georgia. We enjoyed clear skies and about a 10 mph headwind to Calhoun GA. Before we left I had used the AirNav website to check fuel prices and it was paying off. Fuel at Calhoun was \$5.12 per gallon.

We have a portable GPS in the plane with Nexrad weather and an iPad. Margie is always giving me a hard time about having two GPS's in the panel and two portable GPS units. Now all this equipment was coming in handy.

The final leg was about 2 hours but the remnants of the front were right on top of Moultrie. Lots of yellow and red in an east-west line over our destination. The plan for this leg was to fly up to the weather and then evaluate our chances at that point. Our route of flight took us just west of Atlanta so we carefully made



Dick Wydra outside the Maule Air Inc. hangar near Moultrie, GA. Photo by Margie Wydra.

our way under the class B airspace. Not too hard to do with 4 GPS units. Our anywhere map with the Nexrad was starting to show IFR weather ahead and no change in the radar returns for Moultrie. Low scattered clouds were starting to close up beneath us so it was decision time. Butler airport was five miles east of our course so we made a quick stop there.

Ever been to Butler, GA? Wow, what a surprise. No FBO, no fuel, and luckily for us one guy changing the oil in his airplane. Like most pilots everywhere he was very friendly and helpful. Yes, there was one place in town that rents rooms but there was an event in town tomorrow. He graciously offered to take us into town even though the place was an easy walk. We walked into the restaurant and the owner said sorry but all 4 rooms were rented.

Lucky for us we had camping gear so back to the airport we went and we spent a beautiful night in the tent. We woke up cold and hungry so we took a nice long walk to get our blood running and then loaded the plane for the last leg.

It was an easy one hour flight to Moultrie. Spence Field (MUL) is a

sprawling, old military base. The active runway is 4,500 feet of concrete but is a very long way from the Maule Factory. We touched down and could not figure out how to get to the factory. Taxiways had fences across them so we decided to take off again and land on the grass runway next to the factory.

We were greeted by Brent Maule taking pictures of us as we arrived. There were just a small handful of planes but as the day went on more late arrivals were making their way in. There was a great blueberry pancake breakfast hosted by the local EAA Chapter. Brent announced there would be a flour bombing contest and short takeoff, short landing, and spot landing contest as well.

This is the first time Maule has done this and they were unsure how to make everything work, so they solicited suggestions from the group. It was decided that the minimum altitude for the flour bombing would be 100 feet. There were no obstructions and the target was on their very large ramp area. We got two tries to come closest to the target.

Margie was the first loser, just 1 ½ inches from winning. Next came the

Continued on page 3.



A gathering of Maules at Spence Airport, Moultrie, GA. Photo by Margie Wydra.

Continued from page 2.

other contests. I got to trash talking with a great guy, Tom from Maryland. I told him he didn't have a chance because Margie was acting as the recorder of the events. His friend Claudius was the spotter and measuring the distances. Actually we were both just hoping to not embarrass ourselves.

The short takeoff was won by a guy in a tri-gear 235hp Maule with a run of 202 feet. We were given two tries on the landing competition and I faulted on the first by touching down short. My second run was better but I had no idea how good. After I parked Margie ran up and told me I had won. Just 1 foot 8 inches from the spot. I was

strutting around for about 2 hours feeling pretty good about my performance. Then the hammer dropped. Margie was called into Brent Maule's office and he asked her to look at some video of the event. It seems someone thought I had touched down a little short. Drat, I was edged out by the video replay.

Later they had a wonderful barbecue that was sponsored by Lycoming and a short awards ceremony. My new buddy Tom from Maryland won the spot landing with a nice landing just 3 feet from the spot. Margie and I won the prize for the longest flight in a Maule; 712 nautical miles. There were people from all

over plus one guy from Russia although many of them came by commercial airline.

The trip back was another adventure which we will share in another article.

***Dick Wydra** has been flying for 44 years. He holds ATP, MEI and CFII ratings and has over 6500 hours total time and more than 3000 hours instructing. He has been flying out of Galt for 7 years and says he is addicted to tailwheel aircraft! Dick also works part time as a flight instructor for JB Aviation at Galt Airport.*

Jeff Gets a Good Lesson on Carb Ice

By Captain Jeff Hill, Sr. , TWA 1964-1997

I started the L-3 to warm the engine as I was beginning the annual and needed to do a compression check and change the oil. The cowling was off and no carb. heat was available as we were also replacing it's actuator cable. I ran the engine for two minutes at idle, three minutes at 1,000 rpm and another two minutes at idle. When I shut down, I was quite surprised at what I saw and took a pic of the carburetor venturi.

It was a beautiful crisp, clear morning, about 33F and there had been a heavy frost overnight. METAR for BUU that day was; KBUU 231355Z AUTO 31006KT 10SM CLR 00/M03 A2998 RMK A02 T00001028.



Carb ice on the Aeronca L-3 photographed by Jeff Hill, Sr.

Illinois Aviation Program Continues

By Captain Eric Rehm

In 1995 I graduated from the University of Illinois with a BA in History, a Commercial Multi-Engine Instrument rating and a Certified Flight Instructor-Instrument (CFII) certificate from their Institute of Aviation in Champaign/Urbana.

Back then the Institute had a thriving Professional Pilot program with a fleet of well maintained Beechcraft Sports, Sundowners, Duchesses and Piper Arrows. Frasca 142 simulators were used for instrument training and they also offered an A&P program.

At that time students would first be accepted into the University's aviation program and eventually transfer to another college as the Institute did not then have a degree program. All of my instructors were top notch and everything I learned there served me well as my career in aviation progressed.

Fast forward eighteen years and and boy have things changed! In October I got the opportunity to visit my alma mater again. I was asked to attend the Institute's career fair as a representative for my airline, American Eagle. Although I had been to campus many times since I graduated in 1995 for football games and such, I had not visited the Institute which is located at the Willard Airport in a town called



The Illinois Institute of Aviation has a modern fleet of Piper Aircraft.

Savoy a few miles south of Champaign.

I was a bit surprised to receive the invitation because I had heard rumors over the past few years that it was scheduled to be shut down by the University. Nevertheless, I was excited to see what had changed in the past 18 years (yikes, had it been that long?).

I was pleasantly surprised by what I found. Although the Institute is a much smaller program now than when I left, some terrific upgrades had been made to facilities and equipment and there was some exciting expansion news as well.

I was warmly welcomed by students and faculty alike and felt a real sense of community amongst the group. The University has spent a considerable sum of money

upgrading things. The aircraft fleet has been replaced and upgraded with Piper Archers, Arrows and Seminoles. They are all nicely equipped and one Arrow has an all glass panel.

All offices and classrooms have moved to the airport's old terminal building which has been nicely refurbished. Gone are the old teletype weather printers which have been replaced with flat screen computer monitors. The simulators have been nicely upgraded as well with the newest addition being a Redbird FMA AATD with 3 axis motion and 180 degree visuals.

A degree program has also been added allowing students to graduate with a Bachelor of Science in Aviation Human Factors as well as earning all of their pilot certificates. For a program that was rumored to be in trouble it sure didn't look like it.

Before the career fair started I had a chance to sit down and talk to one of my former instructors, Sybil Phillips, who now runs the program and is Chief Pilot. Even after all these years she still remembered me! We talked a bit about old times and the Institute's future.

It turns out the rumors I had been



The Institute of Aviation at Willard Airport in Savoy, IL.

Continued on page 5.

Continued from page 4.

hearing were not entirely false. In 2011 the University's trustees voted to close the Institute by 2014, allowing the currently enrolled students to finish. The good news was that the local community college, Parkland, recently decided to rescue the program. The final details are still being worked out but the Institute is now accepting new students and has plans to expand.

Parkland is in the process of making a "Parkland Pathway to Illinois" program for the Institute of Aviation. In a nutshell this will allow new students to attend the Institute, take core classes at Parkland for their first two years while paying community college tuition and living on the University of Illinois campus. Students will then seamlessly transfer to the U of I for their last two years earning a degree from Illinois' premiere state university.

Everyone seems very excited



A fall day at the University of Illinois campus in Champaign, IL.

about the direction things are heading with Parkland set to breathe new life into the program. There is even talk of resurrecting the A&P program.

I remember waiting nervously for a letter of acceptance from the U of I back in 1990. After a visit to campus that winter, I just knew that is were I wanted to continue my education. My instincts proved correct and I

thoroughly enjoyed my years there. I fell in love with the town and the entire college experience. I also just happened to get a good general education and exemplary pilot training.

I would recommend the U of I and in particular the Institute of Aviation to any high school student looking to start a career in aviation. So if you are making a list of colleges to visit, put a pin in Champaign on the map.

Here are some links to websites with more information;

<http://admissions.illinois.edu/parklandpathway/about.html>

<http://www.aviation.illinois.edu/avimain>

<http://www.parkland.edu/academics/aviation.aspx>

You can also contact the Institute of Aviation's Chief Pilot, Sybil Phillips directly at sybilp@illinois.edu and 217-244-8646.

Eric Rehm is the Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours. He co-owns a 1984 Mooney M20J based at Galt (N57252).



Dr. Erika Cleland

**One N. Virginia Street
Crystal Lake, IL 60014**



- Wide selection of Eyeglasses and Contact Lenses to fit every patient's needs and budgets
- Most insurance plans accepted
- Diagnosis and Treatment of Ocular Disease
- Locally owned and family operated

Patients consistently tell us that we provide the most comprehensive eye examination you'll ever experience. Call today to schedule appointments for you and your family.



PRIMARY EYE CARE CENTERS
Treatment & Management of Ocular Disease

Primary Eye Care Center
TPA Certified, Registered Optometrists

NE corner of Rt. 14 (Virginia Street) and Crystal Lake Avenue, 1/2 mile Northwest of McHenry Avenue.

815-455-9393

10% discount on out of pocket expenses for Galt tenants and their families.

Monday and Thursday 9:00 am to 7:00 pm
Tuesday and Wednesday 9:00 am to 6:00 pm
Friday 9:00 am to 5:00 pm
Saturday 8:00 am to 1:00 pm
Closed Sunday

You Can't Always Get What You Want

By Bob Forni

October is Jean's and my favorite month not only because we love the cooler temperatures and fall colors, but it just happens to be the month we got married. This year both of us were able to squeeze some time off work for a much needed getaway the last weekend of the month.

We had set our sights on flying our Bonanza, we call *Bella*, to Cleveland, OH. Cleveland was a nice distance (2.5 hours), they have a downtown airport right on Lake Erie, good restaurants, the Great Lakes Brewing company and of course the Rock and Roll hall of fame. I'm a big Rolling Stones fan and they have a special exhibit honoring the Stones which runs through March 2014. I was really looking forward to going that weekend because they also were going to have a special photographic display of the Stones from their early years.

We'd been watching the weather throughout the week and it wasn't looking good. We checked the weather the night before and for our planned Thursday afternoon departure, the forecast was predicting freezing rain/snow off the lake, and temperatures in the upper 30s. It looked like it might clear out enough by late afternoon, but the low was going to stick around for the whole weekend.

Worrying about whether we could make it into Cleveland and then out again on Sunday was not our idea of a relaxing weekend, so we decided to fly somewhere else. The next question was where? The weather was going to be great west and south, so we decided to head to Jefferson City, MO.

We are trying to tour all the state capitals and we hadn't toured Jefferson City. As there isn't a lot to do in Jefferson City, we decided that



Jefferson City, MO, with JEF in the background. Photo by Bob Forni.

we would spend one night there tour the capital and then fly to Springfield, MO for the rest of the weekend.

As I had had a hectic week at work, I asked Jean to fly the 2 legs down and I would fly home on Sunday. The weather was perfect that Thursday afternoon and we had "Jeff City" (JEF) in sight within 2 hours. Jeff City is a class D airport, so Jean radioed the tower that she was "10 North, landing with Delta". The controller asked whether she wanted right or left downwind for runway 30 (this should have been a clue). We were north of the airport, so of course the response was "right down wind". The controller said to "report entering right downwind". As we got closer to the airport, we both understood the controller's query. Just to the north of the airport was a bluff line and the airport was below. For those of you who have not been there, think of Prairie Du Chien, WI (PDC). The distance between downwind and the bluffs was not real close, but you certainly wanted to keep it in tight, especially in *Bella*.

Fortunately, there was no one in the pattern, and we landed with no problem.

The FBO there was fantastic! They were very professional and courteous, and their fuel prices were the same as Galt. Their line person, Weston, even drove us to our hotel across the river and said when we leave the next day to let him know and he'd pick us up. He also invited us to their fried chicken Friday lunch at the FBO.

That evening, we enjoyed a great meal in town and the next morning toured the capital and several other historic buildings. After lunch at a "known to locals only" place and some ice cream we took the hotel shuttle back to the airport and blasted off in a fully fueled *Bella* for the 40 minute flight to Springfield Downtown (3DW).

Springfield Downtown (3DW) is an uncontrolled airport that lies under the Springfield-Branson National (SGF) Class C airspace. We chose to go here rather than the larger

Continued on page 7.

Continued from page 6.

SGF because it was closer to downtown and we like supporting small airports. As we approached the airport, we noticed on the chart that there were many radio towers in our path and several surrounding the airport.

We didn't want to be bothered talking to KSGF approach, so we needed to stay under 2500 feet, (by the way 3DW has an elevation of 1374 feet). As I watched for towers, Jean maneuvered left and right around them towards the airport. We saw the airport and proceeded to setup to enter a left downwind for runway 11.

As we announced our intentions on CTAF, a voice came on the radio and said "aircraft calling in, watch and stay clear of us on your right". We quickly turned to our 5 o'clock position and there 200 feet above us and less than a mile was helicopter, slowly converging toward us. FAR 91.113 states that the lower and landing aircraft (us) has the right of way (not to mention we were less maneuverable). We responded with something to the effect of "we'll do our best". As we entered downwind, the chopper was heading downtown and was no longer a factor.

We made a tight base to stay clear of KSGF's airspace and turned on

final to see yet another tower. This one was 600 feet right on the airport, a few hundred feet to the left of the end of the runway. Jean did her usual smooth landing and we taxied to the ramp.

We asked the line guy where we

and taxing to the hill ourselves. After pushing our big girl up the hill and tying her off, we went into the FBO to pay our fees and get the keys to our Enterprise rental car. While the paperwork was being filled out, we asked the manager the obvious question: "Why is there a big a--tower a few hundred feet from the runway"? He said, "If it weren't for the tower there would be no airport". Turns out the owner of the airport also owns the local TV station and the tower brings in money to keep the airport open. He pointed out that as long as you do a proper pattern, the tower isn't a factor. That may be so, but with those guy-wires radiating in all directions from the TV tower, I wouldn't want to fly in there at night.

We spent Friday evening in Springfield where we found a microbrewery which had a good restaurant. On Saturday, we took a jeep tour of the Fantastic Caverns. We've seen many caves and caverns, but the jeep tour was really neat. Back in the 60's they used to hold dances there and even a live weekly radio show where bands played.

We then drove 30 minutes to Branson for the day (which does have 3 airports). Besides the obvious shows, there are many other things to

Continued on page 8.



Bella parked on the grass at Springfield, MO (3DW) with the TV tower in the background. Photo by Bob Forni.

could tie down for a couple nights. He said we could leave our airplane on the ramp untied, or "tie it up over there", pointing to a grassy area on a hill. We asked if he had a tug, he said he did, but that he had tried moving another Bonanza earlier and sheared the tow pins. We opted for restarting

CLEARVIEW WINDOW AND CARPET CLEANING

Window & Carpet Cleaning to McHenry County and Northern Illinois Pilots & Airports for 25 Years!

Dan White Proprietor

Call: 815-236-9427 Email: dapperdan131@yahoo.com

**10% of Job Price Will Be Given Back to
EAA Chapter 932**

Power Washing - Gutter Cleaning - Painting

Insured, Free Estimates, Referrals

Continued from page 7.

do there. We took a 2.5-hour train ride. The train uses classic 1950-60's passenger train cars; some with Vista domes and travels ~20 miles into Arkansas. During the ride a narrator provided a local history of the area and the train.

Later we toured the Stone Hill winery which boasts over 3,400 awards. Since we didn't have to worry about the TSA and 3oz restrictions on liquids, we did bring back some "souvenirs". We then enjoyed a stroll along the river walk, where we celebrated our anniversary with an alfresco dinner watching dancing lighted water fountains.

On Sunday morning, the weather was severe clear. After having a good southern breakfast including grits, we loaded up Bella and departed 3DW to the East. Watching for more towers and staying under the class C airspace, I soon was able to climb up to our final attitude and wing our way

back to 10C.

In spite of not getting to Cleveland as originally planned, we were able to enjoy a fun and relaxing mini-vacation to celebrate our anniversary. We got to see another state capital (19 and counting), saw beautiful Missouri scenery and fall colors, enjoyed some good microbrews and wine and even got close up views of some radio towers.

I guess, Mick and the boys are right, you can't always get what you want, but sometimes, you get what you need.

Bob Forni has been flying for 25 years and as a private pilot with an instrument rating he has accumulated 600+ hours. He and his wife, Jean, own a 1976 Beechcraft F33A Bonanza (N2203L) which they keep at Galt.



Scan this QR code with your smartphone to see a time-lapse video of earth filmed from the International Space Station.



Galt Traffic Classifieds

BUY A CHAPTER 932 MUG, HAT or T-SHIRT

We are now selling various items featuring the EAA Chapter 932 logo to raise money for the chapter.

We have coffee mugs for \$8.50 each and baseball hats for \$22 each. We are also selling the very cool Barnstormer Days t-shirts for \$17 each. We still have Large, Medium and Small sizes left. If other sizes are required we can special order them for you. The shirts are available from the FBO at Galt.

You can buy the mugs and hats at chapter meetings, airport events or any time you see me at the airport! If you want to reserve an item just send me an email at editor@eaa932.org.



SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange collection.

ADVERTISE IN GALT TRAFFIC

EAA Chapter 932 members may advertise in the Galt Traffic Classified Ad section for free, which is one of the benefits of joining the chapter! We also sell ad space on other pages of the newsletter to raise money for the chapter.

Galt Traffic is the perfect place to sell your gently used aviation gizmos after you replace them with the latest gadgetry. This newsletter is distributed to over 460 readers with a connection to, or interest in Galt Airport.

Please contact the editor to discuss your advertising needs at editor@eaa932.org.

Please Join Us

For Our

Christmas Party

**Eat
Drink**

&

Be
Merry

SATURDAY

12-07-2013

5 P.M.



The Studio at Galt Airport
5112 Greenwood Road
Wonder Lake, Il



Please **RSVP** to

Rebekah@galtairport.com



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

First of all, I want to thank everyone for joining us at the hayride. We had a great turn-out, and a really nice time. Thank you to Rebekah for putting it all together, to everyone who brought chili to share, and of course to Diane for safely chauffeuring all of us around the airport on the hay wagon. The big bonfire and s'mores at the end of the night really topped it off well. I don't know about you guys, but I think we should make this an annual event!

On that note, we have another party right around the corner. The Galt Airport Christmas extravaganza is coming up on Saturday, December 7th at 5 pm. We're going to cook up a nice variety of appetizers and have plenty of drinks and deserts ready for everyone to enjoy. Also, we're going to be back in the studio this year... the FBO has been getting a little too packed over the last few years. We look forward to seeing you all there!

We will be placing an order for Galt Airport winter "gear" in the next few weeks as well. Rebekah is planning on posting some new designs and prices on Facebook so, if



John Grosse sent us this picture of the drainage improvement work on the west side of hangar H.

you're interested, please let her know and we'll get it ordered. If you'd prefer something other than what you see on Facebook, no problem... just email Rebekah and let her know, we'll be happy to get whatever you want made in time to be under the tree!

Thank you all for another wonderful year at Galt! 2013 was quite a ride at 10C... and we look forward to a successful and exciting 2014. Have a safe and happy holiday season.

Galt Flight School News

Congratulations to **Jeremy Nudell** on his first solo. Jeremy is learning to fly with **George Rigert**.

ANNOUNCEMENTS



Congratulations to **Ingrid** and **Bill Marinangel** on the birth of their first baby. **Tegan Marie Marinangel** was born on November 15th weighing 8 lbs 5 oz.

As you can see from the photo (by Ingrid, of course) she already has her first tattoo! ;)

Welcome to Galt Airport Tegan!



You know you've always wanted to try it!
Make this the year!
Just 15 statute miles northeast of Galt Airport,
by road, less if you fly a helicopter, is Wilmot
Mountain Ski Area.

If you have skied in the past but not in a while and would like to dust off your skills, a day or two at Wilmot Mountain will save you big time over a trip to the western states, or even a shorter trip to the eastern U.S.

Reasons why you should bring your family to Wilmot Mountain this month:

- ◊ It is close (spend your time skiing, not driving)
- ◊ You don't need to rely on mother nature (we make our own snow)
- ◊ PSIA Certified ski instructors
- ◊ Childrens Wonderland ski school program with specially trained instructors (ages 4-9, weekends and holidays only)
- ◊ Variety of terrain (over 20 runs, fun for all skill levels)
- ◊ Eight chairlifts
- ◊ Multiple food and beverage venues
- ◊ Live entertainment on weekends

If you would like a ski lesson, please ask for
Michael Hagy (EAA 557899)
Lodge 262-862-2301 Or Cell 815-354-5753

You may also save time by pre-registering online
at WilmotMountain.com
(no credit card required)



EAA Chapter 932 News

President's Message

From **Bruce Schottland**, President,
EAA Chapter 932

Since my last column there have been four notable moments on which comment is worthwhile.

First, at the last chapter general meeting (November 9) we elected **Marty Seitz** as Chapter Vice President. **Beth Rehm** has done an excellent job leading the chapter in that role, but we have asked enough of her time, effort and significant talent. Marty was elected unanimously and the new board is really looking forward to working with him.

Secondly, the chapter also presented **Dave Spitzbart** and **Larry Schubert** with awards recognizing their longstanding commitment to the Young Eagles program. For as long as I have been at Galt Airport Dave and Larry have always taken the lead in flying Young Eagles and have each flown more than any other pilot I've seen at Galt. I cannot imagine how many kids owe the privilege of flying for the first time to these outstanding volunteers.

After the last general meeting we had a wonderful presentation on flying, owning and restoring a North American AT-6 by Galt pilot **Neil Anderson**. It was a unique opportunity to see the airplane up close and to hear all about the plane and project.

Neil put on an excellent presentation and many thanks are due to Neil for being so generous with his time and effort.

We had a great turnout for the event and Chapter 932 Youth Aviation Club Coordinator, **John Theriault**, brought five members of the Aviation Club from Woodstock



Neil Anderson (above) gave a wonderful presentation on the history of the AT-6 and his restoration project at his hangar on November 9. The presentation was very well done and much appreciated by the many chapter members and guests who attended. Photo by Beth Rehm.

High School.

Lastly, in Neil's hangar, just before the presentation, outgoing Chapter Vice President Beth Rehm presented **Lori Bettendorf** with an honorary chapter membership certificate. Lori has been an avid volunteer for chapter events. She has helped with Young Eagles rallies, the Barnstormer's Fly In, the safety seminar and more. An honorary membership is the least we can do for such a wonderful friend and volunteer.

Even though everyone is so busy during the upcoming holiday season, I am sure we will find time to make things happen at Galt Airport. In fact, the annual Galt Christmas party is just around the corner. I am looking forward to seeing lots of you there. This year is surely one to be thankful for and will definitely be a special one to celebrate.

Bruce Schottland, President

Welcome New Chapter 932 Members

Please join us in welcoming two new chapter members, **Karen Maurer** and **Ryan Mathy**, who both joined the chapter at the November 9th chapter meeting.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: November 9, 2013

1. CALL TO ORDER/ATTENDANCE

Meeting called to order at 10:00 a.m.

2. VOTING ITEMS

a. Approval of Agenda

Motioned by Dave Hill, Seconded Ed Moricoli, All voted in favor

b. Secretary's Report – Approval of October 2013 Minutes

Motioned by Ed Moricoli, Seconded Ed Brown, All voted in favor

c. Treasurer's Report- Approval of October 2013 Financial Report

Ad revenue; donations, tent rental \$580. Expenses; rent, pizzas for cleanup crew.

Motioned by Anna, Seconded Patrick, All voted in favor

d. Election of new Chapter Vice President

One candidate - Marty Seitz. Marty is a Galt tenant, owns a Cessna 182 and is a CFII.

Motioned by Ed Brown, seconded by Bruce Schottland. All voted in favor.

3. PRESIDENT'S / VICE PRESIDENT'S REPORT

a. Bruce announced that YE Coordinator Esther Medina will be having surgery soon. Esther said she can't express how touched she was by the caring attitude of the Galt community - a great group of people.

b. Bill Marinangel had knee surgery recently and he and Ingrid are expecting a daughter in one week.

c. Beth Rehm presented YE pilots Dave Spitzbart and Larry Schubert with awards in recognition of their contributions to the YE program over the years.

d. The chapter congratulates Ed Moricoli for soloing on October 18th.

4. COMMITTEE REPORTS

a. **Young Eagles** (Esther Medina) - nothing to report

b. **Membership** (Ed Moricoli) - one new member joined today. Ed's goal is 100 members by June 2014. He encourages everyone to bring their friends out to Galt.

c. **Aviation Club** (John Theriault) - John brought five guests to the meeting from the Woodstock High School Aviation Club for the AT-6 presentation.

5. OLD BUSINESS

a. KR2 project - SOLD! The project was collected by the buyer after the meeting.

6. NEW BUSINESS

a. There was some discussion on what is happening with the website. The newsletter is posted there every month and is viewable using an embedded reader but we are experiencing technical difficulties with that program. You can still download the newsletter by clicking on the link above the reader. That works perfectly.

b. Name tag update - many members still need name tags.

ADJOURNMENT: Dave Hill motioned, Patrick Hoffman seconded, meeting adjourned at 10:42 AM.

SPECIAL PRESENTATION: Following the general meeting there was a presentation on the restoration of a North American AT-6 by Neil Anderson in his hangar.

NEXT MEETING: December 14, 2013 at 10:00 AM.

Galt Airport / EAA 932 Calendar of Events

Dec 7 WINGS Safety Seminar: Planning and Flying with the iPad and iPhone. Avel Flight School, Schaumburg (06C), 1:30 p.m. 1 credit for basic knowledge 3. Program # GL0352753.

Dec 7 Galt Airport Holiday Party, 5 p.m. in the Studio at Galt Airport. RSVP to Rebekah@galtairport.com.

Dec 14 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Jan 11 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Feb 8 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

<http://www.fly2lunch.com>

www.aopa.org/pilot/calendar

<http://www.avweb.com/calendarevents>

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://www.flyincalendar.com>

<http://socialflight.com/index.php>

<http://www.flyins.com>

<http://www.pilotsofamerica.com>

<http://www.generalaviationnews.com/calendar>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGS program. You can search for seminars by keyword or location at <https://www.faa.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

Vice President: Marty Seitz (847) 630-0188 vp@eaa932.org

Secretary: Mike Evans (312) 445-8866 secretary@eaa932.org

Treasurer: Jean Forni (815) 675-6897 treasurer@eaa932.org

Newsletter Editor: Beth Rehm (847) 530-8014 editor@eaa932.org

Webmaster: Patrick Hoffmann (847) 774-1599 webmaster@eaa932.org

Aviation Club Coordinator: John Theriault (815) 236-2445 jstheriault@dishmail.net

Young Eagles Coordinator: Esther Medina (815) 648-4798 youngeagles@eaa932.org

Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood / Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper

Phone: (815) 648-2433 Email: Office@galtairport.com

Jean Forni: Jean@galtairport.com

Rebekah Busse: Rebekah@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>



AVGAS

Galt Tenant Price

\$5.52

(includes tax)

This newsletter is published monthly and distributed via email to approximately 460 readers. You can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.
